The Hongkong Telegraph.

No. 2348. FRIDAY, SEPTEMBER 27, 1889. SIX DOLLARS PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,400,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS :—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.

W. G. BRODIE, Esq. | S. C. MICHAELSEN, Esq.
T. E. DAVIES, Esq. | J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | N. A. SIEBS, Esq.
Hon. B. LAYTON. | E. A. SOLOMON, Esq.

CHIEF MANAGER:
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS :—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 24th August, 1889. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL .....£ 580,000.

LONDON :
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS :
Fixed for 12 months, 5 per Cent. per Annum,
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

AGENCY DEPARTMENT :
For the convenience of those returning to Europe an Agency Department has been added to the ordinary business of the Bank for the transaction of Personal Agency of every description.
Pay and Pensions collected.
Baggage cleared, warehoused or forwarded.
Insurances effected.
Circular Notes and Letters of Credit issued.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager.
HONGKONG BRANCH.

10]

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3 ; SATURDAYS, 10 to 1.
2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.
3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.
5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.

Hongkong, 1st January 1889. [9

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 19th June, 1888. [12

Intimations.

FOR SALE.

MARTINI-HENRI, MATCH RIFLES.
"BALLARD" ROOK RIFLES.
AIR GUNS AND TARGETS.
VERNIERS, VENTOMETERS, RIFLE-BARREL CLEANERS, SHOOTING CASES, fitted with Paints, &c., RIFLE LOADING and CLEANING SETS, ORTHOPTICS.
SMITH and WESSON'S and RILEY'S REVOLVERS, COLTS DERRINGERS.

CRICKETING SUNDRIES.

LAWRENCE & MORANT & CO.

Hongkong, 10th September, 1889. [28

THE HALL & HOLTZ C. CO., LIMITED.

1889. AUTUMN 1889.
SPECIAL SHOW NOVELTIES. SHOW SPECIAL
NOVELTIES.
IN ALL DEPARTMENTS.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD

Hongkong, 26th September, 1889. [26

W. POWELL & CO.

EX S.S. "BOMBAY" AND "GLENGARRY."
LARGE SHIPMENTS OF
NEW GOODS
IN ALL DEPARTMENTS.
W. POWELL & CO.

Victoria Exchange,
Hongkong, 23rd September, 1889 [9

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

WE have just opened out our NEW AUTUMN GOODS consisting, of a large and choice selection of COATINGS for MORNING and EVENING DRESS.

A very stylish lot of TWEEDS, new in design and material, and a varied assortment of TROUSERING in all the newest patterns.

Hongkong, 14th September, 1889. 188

A. HAHN,

PIANO TUNER AND REPAIRER.
ON HIRE PIANOS FOR SALE
Address : c/o HONGKONG HOTEL or No. 25, CAINE ROAD.

Hongkong, 24th December, 1888. [37

W. BREWER.

HAS JUST RECEIVED.

LANCASTER Full plate Photographic Cameras Lens and complete.
" 1/1 " " " "
" ½ plate " " "
" ¼ " " "
Fresh Myrtle Grove Tobacco.
Monington and Weston New Iron Back Trichord Pianos, splendid wearing instruments, price $275.

Fine variety of Silver Mounted and other Briar Pipe, in cases.
Long Cherry Wood Pipes.
Brassey's Naval Annual.
Japannid Tin Despatch Boxes.
Cheap Commercial Envelopes, $1.25 per 1000.
Sweet Caporal Cigarettes.
A very fine stock of Photo. Albums.
Tennis Bats, Shoes and Balls.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 21st September, 1889 [105

KELLY & WALSH, LD.

JUST LANDED
IN SPLENDID CONDITION, THE FOLLOWING BRANDS
OF
FRESH CIGARETTES.

SWEET CAPORALS.
KINNEY'S STRAIGHT CUTS,
FULL DRESS STRAIGHT CUTS.
VIRGINIA BRIGHTS.
RICHMOND STRAIGHT CUTS.
LITTLE BEAUTIES.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 21st September, 1889. [7

For Sale.

FOR SALE.

A PHOTOGRAPHIC CAMERA, complete.
Apply to
F. BLACKHEAD & Co.
Hongkong, 20th, August, 1889. [1043

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [783

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "CITY OF SYDNEY" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.
Hongkong, 26th September, 1889 [2

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 30th inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 28th instant.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd September, 1889. [1178

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship "COLLINGHAM," Captain G. W. Watson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Leading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, 24th September, 1889. [1182

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT AUGUSTA," FROM VANCOUVER, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 23rd September, 1889 [33

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship "HAILOONG," Captain Goddard, will be despatched for the above Ports, on SUNDAY, the 29th instant, at DAYLIGHT, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 26th September, 1889. [1186

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship "ZAFIRO," Captain McCaslin, will be despatched for the above Ports, on MONDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 26th September, 1889. [1188

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship "KASHGAR" Captain W. L. Brown, will leave for the above places, on THURSDAY, the 3rd October, at DAYLIGHT.

E. L. WOODIN,
Superintendent.
Hongkong, 26th September, 1889. [3

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "PESHAWUR" Captain L. H. Moule, will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN,
Superintendent.
Hongkong, 26th September, 1889. [3

Shipping.

STEAMERS.

FOR WHAMPOA.

THE Steam-launch "ALICE" will leave the P. & O. Co.'s Old Wharf, West Point, for Whampoa with passengers only, TO-MORROW MORNING, at 7.30 A.M.

The "ALICE" is a capital sea boat, and has excellent accommodation for European Passengers.

For Passage, apply to
HO SANG LOONG,
Agents,
17, Pottinger Street.
Hongkong, 24th September, 1889. [1179

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain Craig, will be despatched for the above Ports, TO-MORROW, the 28th inst., at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 26th September, 1889. [1166

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG,

THE Steamship "FLINTSHIRE," Dwyer, Commander, will be despatched for the above Ports, on or about the 28th September.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th September, 1889. [947

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "CHANGSHA," Williams, Commander, will be despatched as above on MONDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd September, 1889. [1175

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN," Captain T. S. Gardner, will be despatched for the above Ports, on TUESDAY, the 1st proximo, at NOON, instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 24th September, 1889 [1170

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "ALBANY," E. Porter, Commander, will be despatched for the above Ports, on or about the 1st October.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th September, 1889. [942

STEAM TO LONDON, DIRECT, Calling at intermediate Ports.

THE P. & O. S. N. Co.'s Steamship "BOMBAY" Captain S. Bason, will leave for the above place, on TUESDAY, the 15th October. This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabin, Surgeon carried, &c.

E. L. WOODIN,
Superintendent.
Hongkong, 21st September, 1889. [1173

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship "HARVEST QUEEN," E. A. Forsyth, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 7th September, 1889. [1116

FOR NEW YORK.

THE 3/3 L. I. I. British Bark "ROBERT S. BESNARD," Andrews, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 12th September, 1889. [1133

FOR NEW YORK.

THE 3/3 A. I. I. American Ship "OCCIDENTAL," Taylor, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 20th September, 1889. [1167

FOR NEW YORK.

THE 3/3 L. I. I. American Barque "HAYDN BROWN," Havener, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 1st August, 1889. [968

FOR NEW YORK.

THE 3/3 A. I. I. American Bark "MABEL," F. Snow, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
REUTER, BROCKELMANN & Co.
Hongkong, 24th September, 1889. [1184

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, *vid* Amoy, Kobe and Yokohama, on SATURDAY, the 28th September, at NOON.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full ; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows :—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent
Hongkong, 26th September, 1889. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "CITY OF SYDNEY" will be despatched for San Francisco, *vid* Yokohama, on WEDNESDAY, the 9th October, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, *vid* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—
To San Francisco.....$225.00
To San Francisco and return, available for 6 months..... 393.75
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day ; all Parcel Packages should be marked to address in full ; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 19th September, 1889. [2

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON ; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEJ," Captain W. D. Worcester, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA COLOMBO and SUEZ CANAL, calling at MARSEILLES, and usual Ports of call, on WEDNESDAY, the 9th October, at NOON.

Cargo will be received on board until 4 P.M., the day before sailing.

Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Blank Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 26th September, 1889. [3

Intimations.

DAKIN'S
UNRIVALLED OLD
SCOTCH WHISKY.

A BLEND OF THE FINEST WHISKIES that Scotland can produce.

Thoroughly Matured.

Per Bottle $1. Per Dozen $10.

SOLD ONLY BY

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS,
and
AERATED WATER
MANUFACTURERS,
HONGKONG.

(Telephone No. 60.)
Hongkong, 23rd July, 1889. [13

NOTICE.

A. S. WATSON & CO., LD.

FLOWER AND VEGETABLE SEEDS.
SEASON 1889-1890.

WE have just received our New Season's importations, direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES

for ordering from (containing hints for gardening) will be sent post free on application.

ORDERS FROM ONE PERSON $5 TO $10 ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER $10 ALLOWED AN EXTRA 5 PER CENT. DISCOUNT.

SINGLE PACKETS AT LIST PRICES.

WE GUARANTEE

That all seeds sold by us shall prove to be as represented, to the extent that should they not do so, we will replace them, or send other seeds to the same value. But we cannot guarantee the crop any further than the above offer, as there are so many causes which operate unfavourably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned unfavourable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavourable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 3rd September, 1889.

WATSONS.

PATENT DESSICATING
OR
DRYING BOTTLES.

We beg to call special attention to our NEW PATENT DRYING BOTTLES which have been specially designed and manufactured for us,

By the use of these Bottles, CIGARS, SEEDS, and GOODS of all kinds, which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these Bottles will be found invaluable.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY,
Hongkong, 3rd September, 1889. [5

BIRTH.

On 26th September, at Belilios Terrace, the wife of FREDERICK DODWELL, of a Son. [1195

DEATH.

At the Civil Hospital, last night, DUNCAN MCDONALD, Detective-sergeant of the Hongkong Police, of fever.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 27, 1889.

MR. CHALONER ALABASTER'S report to the Foreign Office on the trade of Canton for the year 1888 is in every way worthy of the "old China hand," who is admittedly the ablest and most independent of British consular officers in the Far East. As a summary of the year's trade it gives a clear and concise statement of figures and facts that will be perused with interest by all concerned in Far Eastern commercial prospects. But it is Mr. ALABASTER'S general observations on the policy of the Viceroy CHANG CHIH-TUNG, his shrewd and statesman-like treatment of the various vexed questions relating to Chinese progress in the Liang Kuang that have been under consideration for so long, and his outspoken criticisms, which render his report especially valuable, not merely to British merchants and shippers, but likewise to that already large and rapidly increasing section of intelligent Chinese who recognise the impossibility of their country ever assuming its proper place among the great nations of the world under its present imperfect and retrograde system of Government. *Magna est veritas et prævalebit*, said the great Latin orator and poet, and the British Consul at Canton is evidently of the same mind; and however unpalatable at first, the great satraps who direct the destinies of the Chinese Empire in their own peculiarly autocratic fashion, must eventually recognise the advantage of being held up to the mirror of public opinion, not as they see themselves, but as they appear to the fearless and impartial critic. And above all others, that high and mighty potentate, CHANG CHIH-TUNG, Governor-general of the Two Kuang provinces, with all his classical learning and unrivalled knowledge of statecraft, might study with advantage the few pregnant sentences in which Mr. ALABASTER scatters his boasted Confucian philosophy to the winds, and places his obstructive and essentially short-sighted statesmanship as regards the opening up of China and the diplomatic and commercial relationship with foreigners, very much on a level with the besotted ignorance of some petty African monarch in the centre of the Dark Continent.

Mr. ALABASTER directs Lord SALISBURY'S attention to the obstructions placed in the way of foreign shipping by the maintenance of the barriers in what is known as the "Back Reach" of the Canton River, and with satire as keen as a razor's edge, he laments that the pledges received that their removal would be quickly undertaken have not been carried out. "The hope I entertained from the pledges given, of seeing them removed," says the Consul, "becomes daily fainter." The Viceroy of Canton has given pledges which, with contemptuous indifference, he has not even attempted to carry out. The premier classic of the Flowery Land, the one statesman on whom, above all others, the hopes of the Empire mainly rest, has been and is now so much wrapped up in his own sophistical self-conceit that, simply because his exceedingly tender susceptibilities were trampled on by the arrogance and obtuseness of the Committee of the Hongkong Chamber of Commerce, for mere spite and out of pure "cussedness" he has allowed the obstructions in Blenheim Passage to impede the free navigation of the river, thus compelling foreign steamers to load and discharge at Whampoa instead of at Canton, after having given his promise that the absurd 'blockade' should be removed. CHANG CHIH-TUNG is no doubt a great personality in himself, but in his diplomatic intercourse with the Foreign Consular body he is the representative of China's Majesty, and his failure to perform his official obligations, pledges solemnly given to those who have a right to treat with him on equal terms, is a degradation to China, the most cutting sarcasm on the Empire's claims to be admitted on equal terms to the *comitia* of civilised nations. The petty spirit which would sacrifice such a grand principle as that always involved in a promise affecting international privileges, is unworthy of a statesman of the rank and prestige of Viceroy CHANG CHIH-TUNG. Admitting that the wooden-headed bungling of the Hongkong Chamber of Commerce was quite inexcusable, his Excellency has been long enough in public life to know that the short-sighted self-assertion of half a dozen irresponsible Hongkong merchants was no valid excuse for deliberately violating promises given to the accredited representatives of the Treaty Powers. We admire the disinterested patriotism—half-mistaken though it be—of CHANG CHIH-TUNG, and we have always been ready to recognise the rare self-sacrifice he has displayed in his government of the two important provinces entrusted to his care; but it must be frankly confessed that the old adage about "scratching a Russian and finding a Tartar" applies with equal force to the classical Viceroy; he is an old world Chinese first, and a very weak, unreliable, and inconsistent advocate of reform afterwards.

Mr. CHALONER ALABASTER is well inside the truth when he says that there is no sign of gratitude apparent for what foreigners, especially British subjects, have done and are daily doing for the benefit of the so-called Celestial Empire. If the British Government only sent out men like the present Consul at Canton to protect our rights and to insist on treaty privileges being freely accorded, we might have some chance of holding our own even with such an astute opponent as CHANG CHIH-TUNG; but when the Consuls, men of character and ability, are placed under the control of a political nonentity like Sir JOHN WALSHAM, who is a mere burlesque on the British Diplomatic Service, it is no great wonder that the descendants of the men who opened out China to the world are the laughing-stock of the yamên loafers in every open port throughout the Empire. The Tory Government should send their 'old women' politicians of the WALSHAM type to Morocco or Bulgaria—or anywhere else where gentlemen under petticoat government are in request, but they should know, and within the next ten years they certainly *will* know, that the protection of British interests in China requires men like PARKES and ALABASTER, who never failed to make themselves and the country they represented thoroughly respected by even the most truculent of China's mandarins.

It is a pity we have neither time nor space at present to closely follow Mr. ALABASTER through the whole of his most interesting and trenchant criticism of recent doings in Kwangtung, but we hope to find an opportunity later on. There is, however, one more point in this admirable report which, as it directly affects Hongkong, commands immediate attention. Referring to the recent obstructions to trade at Canton, for which the Viceroy and the Foreign Customs are generally held jointly responsible, the Consul sadly enough points out that "all the return we get in recognition of our efforts to improve the condition of the country, for permitting a Chinese Customs station to be established in a British colony, and for having increased the annual revenue of Canton to the tune of something like a million and a half of taels, *is the rent of the Customs premises in the city of Victoria*, the shipping port of the erroneously described free colony of Hongkong. This cutting sarcasm requires no elaboration; it is a solid and not altogether creditable truth, which speaks eloquently for itself. We are sorry that Sir HARRY PARKES is dead, and that Mr. CHALONER ALABASTER is not British Minister at Peking.

TELEGRAMS.

THE FRENCH ELECTIONS.

LONDON, September 25th.

A Republican majority is assured. Ferry and Goblet have been unseated. The Chamber will meet in November, when the Ministers will resign and leave President Carnot unfettered.

The Chamber is certain to cancel the election of General Boulanger.

LOCAL AND GENERAL.

THE share case of Oscar Brandt *v.* F. Grimble will be heard to-morrow morning, at the Summary Court.

LITERARY gem from last night's *China Mail*:—"The campaign for the (French) general legislative elections *is calm*."

THE Tories don't like the Fife-Louise marriage because it offers a remote prospect of the Duffs coming to the throne, and replacing the Duffers.

A WOMAN'S proper figure on the modern plan is said by English authorities to be twenty-three inches about the waist and thirty-six round the bust.

THE Attorney-General of Manitoba announces that as a "Government measure he will, at the next session of the Legislature, move the abolition of the jury system in civil cases in that province."

IT is announced that a new rival to the *Spectator* may be expected. Signed articles will be a feature in the new weekly, and the project has the support of all the Liberal leaders. The title is still uncertain.

AUSTRALIA still retains the sculling championship of the World, Searle of New South Wales having defeated the Canadian sculler O'Connor, in their match over the Thames championship course, for a stake of £1,000.

ACCORDING to a London society paper luncheon is to take the place of late dinner as a social function, and fashionable people, recurring to the habits of their forefathers, will take their heartiest meal in the middle of the day.

THREE friendless white men were sent to gaol by Mr. Robinson this morning, for being poor. John Jones, fireman, Edmund Payne, 52, printer, and Anton Nicholsen, seaman, are now swelling the chorus "Another thirty thousand a year for poor Prince Tummy."

THE Czar has just performed the most popular act of his reign, by granting a full pardon to the famous poet and author, Tschernischewski, whose name is a watchword among the people, throughout the length and breadth of Russia. He was the first of Nihilistic martyrs, and is looked on as the father of Nihilism.

IT is stated and believed at Rome that King Humbert and Queen Margherita have been placed under the ban of the church. The sentence of excommunication is believed to have been pronounced by the Pontiff in person, on the occasion of a secret consistory held a few days after the dedication of the Bruno statue.

MR. BALFOUR was dining in Dublin not long ago at the same table with the genial Father Healy. The Chief Secretary asked the priest: "Do the Irish really hate me as much as the newspapers say?" "My dear sir," replied the reverend gentleman, "if the Irish hated the devil only half as much as they hate you, my occupation would be gone."

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Barrack Square this evening, commencing at 7.30 o'clock:—

March	"Hurrah for the Bonnets o' Blue"	Millars.
Lancers	"The old Guard"	Crisp.
Valse	"Myosotis"	Lowthian.
Polka	"Nick"	Schubert.
Quadrilla	"Arabesken"	Budik.
Galop	"Flick and Flock"	Hertel.

FROM Reuter's telegram in this issue it would seem that General Boulanger proved successful in the second ballot at Montmartre. Doubtless the support of the priests carried him through successfully. It is stated, however, that the Chamber is certain to annul the election, doubtless on the ground that Boulanger has been convicted of, and is now under sentence for, defrauding the Republic.

THE beautiful coffin which Sarah Bernhardt has been carrying about with her these last 15 years, ought to come in handy for her husband, M. Damala, who died the other week. Sarah was terribly thin when she married Damala (in London) and the wags alleged that she daren't put her loving arms round his neck, for fear of decapitating the happy man. But the scraggy ones last longest in the land.

THE following extract from the police court report of a late London paper is printed as a solemn warning to barbers:—Eleven Shillings for a Curse.—William Henry Palmer, hairdresser, was charged that "at Springfield he did profanely curse, he being above a labourer, and being under the degree of a gentleman—to wit, a hairdresser." Defendant pleaded guilty; and was fined 2s. and 9s. costs.

WE are informed by the agent (Mr. C. D. Harman) that the Pacific Mail S. S. Co.'s new steamer *China* left England yesterday for this port.

WE regret to see it chronicled that one of Mrs. Battenberg's dogs died the other day, and by royal command a penny, a half-penny, and a farthing of this year of grace were placed in the coffin. Unless liver's cheap south of the Styx, the penny-thiee-farthings won't do poor Tyke much good.

MR. Robinson gave his decision in the rendition case this afternoon. It was long, and well-pondered, and very legal, and it tired the prisoner a great deal, for at times he would look as though he would prefer being rendited to being harangued. But in the end his Worship decided not to rendite him.

THE other day the *S. M. Herald* libelled a civil servant, and the angry official demanded an apology. The paper at once offered an apology, but insisted that it should be inserted in the least-read portion of the print. "Oh! very well," said the civil servant, "you may stick it in as a leader." *Fish Wrapper* please note.

THE Band of the A. & S. Highlanders will play the following programme on the Cricket Ground to-morrow evening commencing at 5 p.m.

Grand March	"Victoria Regina"	Gordan.
Valse	"The distant shore"	D'Albert.
Selection	"Orphee aux Enfers"	Offenbach.
Polonaise by Peter Prince of Odenburg.		
Galop	"Uber Stock and Stein"	Faust.

OWING to the inclemency of the weather the cricket match between the Shanghai Team and "Stay at Homes" could not come off to-day. It will (weather permitting) commence at 11 a.m. to-morrow. The teams will be as follows:—

SHANGHAI TEAM.	"STAY AT HOMES."
E. J. Coxon (Capt.)	A. J. Leach (Capt.)
T. E. Davies.	Major Johnston, R.E.
T. S. Smith.	W. H. F. Darby.
E. W. Maitland.	S. L. Darby.
F. Maitland.	S. W. Coxon.
C. Platt.	Capt. Davidson, A.S.H.
Capt. Butcher, O.S.D.	H. L. Henderson, "
E. A. Rain.	L. Barff.
W. Watherston, R.E.	Russell Stokes.
G. A. Bramwell, (58th).	E. G. Young, R.E.
Another.	A. K. Travers.

By kind permission of Colonel Chater and officers of the A. and S. Highlanders their Band will play during the afternoon.

OUR Sydney contemporary the *Bulletin* relates that Sir George Bowen, when Governor of New Zealand, was particularly anxious to ingratiate himself with the Maoris. Grey was the only medium between Maori and Pakeha up to that time, and the poor, misguided natives could generally be persuaded to desert their pahs and come back to their father at his request. Bowen, wishing to demonstrate that Hori had succeeded Hori, girded up his interpreter and started to stump the native districts:—"When I look round on this magnificent country, and mark the rare beauty of its scenery, the fertility of its soil, and its industrious and thriving people (discuss the same in Maori to them, Mr. P.——)," &c., &c. The wretched vehicle of these insipid remarks cut them shorter and shorter at each repetition, until at last the brevity of his speeches startled Bowen, who, with withering sarcasm, remarked, "Dear me, what a comprehensive language Maori must be, Mr. P——."

A GERMAN contemporary, the *National Zeitung*, in referring to the recent great review of the British Navy, makes the following comments:—"Of late years there have not been wanting observers who compared the position of England with that of Holland after the seventeenth century, and were ready to maintain that the fate of Holland was already overtaking England. And the *rôle* of passive spectator of European developments with which England was content for thirty years lent color to this view. But, in opposition to the modest Quaker view, according to which England was to hold aloof from all warlike entanglement in Europe, there has been a gradual awakening in the English people of the memory of its glorious past, together with the determination not willingly to abandon the position in the world which its ancestors had won for it. How long this resolve will last, and what it is good for, it is impossible to predict; but for the present it shows itself strong and vigorous. Those who had already half-erased the name of England from the roll of the great Powers now find that they have been reckoning without their host. The Anglo-Saxon energy and toughness have often enough prepared pleasant surprises for those who were disposed to treat them with contempt. If the English Government will now favour a *rapprochement* to Germany and her allies with greater decision, and if, by the development of its incomparable fleet, it gives a warning to both friends and foes alike that the English people must be reckoned with in fair weather and in foul, England's position as a world-power will be secured more firmly than ever."

A CASE which remands the immediate attention of our Governor—in the absence of a proper sense of their duties on the part of his officials—is reported. A letter addressed to "The British Consul, Hongkong," from Newcastle, New South Wales, was delivered to some representative of authority here about a fortnight or so ago, and was found to report the kidnapping of several men by a Yankee ship—the *W. H. Conner*—which left there early in August for this port. The proper steps were taken—when she arrived, Sergeant Harkin went on board and made inquiries. The information he found to be quite true. No less than five of the crew came forward and complaind that they had been carried away from Newcastle against their will. There was Dr. Huntley—a man formerly pretty well-known here; an ex-purser, a boiler-maker, a cook and afifth, all Britishers. They said they were induced to go on board at Newcastle by "runners," who offered them from 7/6 to half a sovereign to help to move the ship's moorings. They did so. They were kept busy below until the tug cast them off, and *then—or rather an hour later—the* Captain affected surprise and indignation at their not having gone back in her. A week or so later, four of them were signed on, being significantly informed that they would enjoy the trip more thoroughly if they were on the articles. One, however, did not. Now, and very properly, they want redress against the smart individuals who connived at their "Shanghai-ing." Capt. Butman says he was told they were willing to go by the runners who brought them. The men—who seem a decent lot, all round—tell a different tale. On Wednesday one of them tried to get Mr. Wodehouse to do something, but that gentleman "didn't see how he could"! If some old Dutch hen who had had her shanty stormed by a few jolly sailors had applied for help he would have seen, probably; but these were five men seeking to punish fellows who got them on board fraudulently, and will, if not prevented, leave them to wander about the Colony; so his Worship had a bandage over his eyes. Colonel Withers is going to take action, however, and we venture to think that he will make the *W. H. Conner's* head ache.

IT was decided at a meeting of the Hongkong St. Andrew's Society, held yesterday afternoon, to celebrate the coming anniversary of Scotland's Patron Saint by a ball.

A SIKH policeman is the latest offender against the Opium Ordinance. He was "nabbed" when landing at Yau-ma-ti from the Kowloon City launch, and 3½ taels of raw opium found in his turban. Mr. Robinson fined him $15. We suppose he will be discharged the force. Indian constables are seldom very tremendously wide-awake, and an opium-eater will be useful as nothing but a study in still life.

WE find this, which is not without local interest just now, in a recent issue of the *Sydney Bulletin*:—"A Northern N.S.W. medico, while going his professional rounds the other day, fell into the hands of crimps, and, on recovering consciousness, found himself on his way to China, shipped as an ordinary seaman. The Newcastle crimp freely threatens to "shanghai" every parson and half the aldermen in town, and declares that, granted sufficient inducement, he will remove Mr. Gregson, the A. A. Co.'s manager, to another sphere of usefulness."

AN attempt was recently made in London to introduce an American type-setting machine known as the linotype. A company was formed with an alleged capital of £1,000,000, which the confiding public were asked to furnish by subscribing for shares. At first, investors were disposed to look favorably upon the matter, and it looked as though the scheme would be floated. Then it was accidentally learned that the "promoters" were to have the tidy sum of £820,000 out of the proposed £1,000,000, and this led to the explosion of the scheme. The value of the machine, however, is said to be conceded, and is not at all affected by the London failure.

A HIGHLY popular and valuable member of our Police force—Detective-Sergeant Duncan McDonald—died last evening at the Civil Hospital. He had been suffering from fever for about ten days, and, although his case got very serious this week, it was long hoped that his fine constitution would pull him through. He was well-known to everyone, and regarded as one of our most useful officers. He joined the force from Glasgow in December 1879, and was looking forward to shortly revisiting his home in Forfarshire, with his wife. He was 35 years old, and a member of the United Service and St. John's Lodges. His funeral, which took place this afternoon, was attended by a large number of comrades and friends.

THE honorable Police Court was at a temporary dead-lock this morning. A well-known thief was charged with stealing a jacket belonging to a Chinese steward on the *Choysang*. The facts were very simple—*Choysang* at anchor, prisoner sneaking round, jacket found on him, and so on. But the prisoner was smart. He found out that the prosecutor was a Ningpo man, and that nobody in Court could speak that dialect, so he pretended that it was all a mistake—that he had lent the man 25 cents once in Shanghai, and had only taken the jacket to repay himself. The questions were put to the prosecutor in half-a-dozen dialects, but he understood not. The prisoner ventured on a high flight. Grasping the Dock rails, he said, in English—"You shavvy I lend'm you twen five shents—Shanghai?" The Ningpo man looked dreamily beyond. It was no good. Mr. Robinson wrote the pass out for five months.

HERE are a few interesting facts worth remembering:—

First jury, 907.
Pins made, 1450.
Needles used, 1545.
Matches made, 1829.
First cast-iron, 1544.
First newspaper, 1494.
Surnames used in 1162.
Coal used as fuel, 1834.
First gold coin, B.C., 206.
Tobacco introduced, 1583.
First steam railroad, 1830.
Lead pencils used in 1594.
Window glass used in 694.
First postage stamps, 1840.
Kerosene introduced, 1826.
Electric light invented, 1874.
First insurance, marine, 533.
First wheeled carriages, 1559.
First illuminating gas in 1792.
Latin ceased to be spoken, 580.
Musical notes introduced, 1338.
Bible translated into Saxon, 637.
Gunpowder used by Chinese, 80.
Photographs first produced, 1802.
Bible translated into Gothic, 872.
Old Testament finished B. C., 430.
Emancipation proclamation, 1863.
Paper made by Chinese B. C., 220.
Bible translated into English, 1534.

REAR-ADMIRAL S. B LUCE, of the United States Navy, contributes an article to the *North American Review* on "The Navy of the Future," in which he remarks:—"The new steel cruiser upon which we pride ourselves—and justly so—is designed, as already stated, with a special view to run away from battle ships. She must be able to escape from ironclads, and outrun, so as to capture, merchantmen. "If slower than ironclads, she could not keep the sea; and if slower than merchantmen, she might as well remain in port." (Report of the Secretary of Navy, December 1, 1888.) This is all very well, but fifty years ago we could have sent to sea a squadron of ten battle-ships that would have compared favorably with those of any nation on the globe, and to-day we have none. It is true we have the keels of two battle-ships on the stocks, and they may be finished and even sent to sea before the types they represent become obsolete. Even that addition to the navy would avail but little unless they are the forerunners of others. In 1836 the official programme called for fifteen battle-ships. To-day we need twenty, at least. When we shall have put one-half that number afloat, we may begin to talk about "rehabilitating" our navy without provoking a smile of derision. But the people, or their representatives in Congress, are not willing to rehabilitate in that sense. Hence the United States Navy of the future is to be made up of coast-defense vessels, which, according to our custom, will be made up "in ordinary," and thin-sided steel cruisers for the high seas. Consequently the American flag is to be displayed upon the ocean only by vessels designed to prey upon private property, and this, notwithstanding our own proposition to amend the rules of international law by exempting private property at sea from capture.

SATURDAY NIGHT'S FIRE.

Mr. Wodehouse held an inquiry this morning, at the Magistracy, respecting the fire which occurred on Saturday night at 112 Queen's Road, Central.

Yung Sing, the tenant of the top floor of the premises, said that he was a photographer, and let off part of his place to other parties. On Saturday night he was in one section, partitioned off from the rest, talking to some friends, when they saw smoke, and on going into the next compartment he found the floor on fire. He sent his servant for an india-rubber pipe which he kept ready in case of fire, and which he could attach to the tap, but by the time he got it the fire was too fierce to go near it. He did not know how the fire originated, but believed that it occurred through a lamp exploding. There had been a lamp there, but he did not know whether it was there when he saw the fire. There was no one in the compartment. He was insured with Messrs. Naudin for $10,000. His goods, instruments, fixtures, clothes, &c., were what he had insured. He took his policy out on the 18th July, and it was good for one year. He took the place in April last. He was formerly in business opposite Marine House for three years. He was insured there for $19,000 with the same firm. He did not insure for two and a half months after moving into 112 Queen's-road because he did not trouble about it. He only did so because he was canvassed.

Wong Kut Fan, contractor, said that he lived with the last witness, and was in the house when the fire occurred. He heard a crackling sound, and almost immediately saw smoke arising from one of the compartments; whereupon he called out "fire." He called out to the lokis to get blankets to put out the fire, but they did not succeed. There were two lamps. One was a hanging lamp and the other a standing lamp. He thought from the sound that it was the hanging lamp that exploded. He did not take any notice which lamp it was, as he was occupied with putting out the fire. The floor was on fire.

Kellog Naudin, carrying on business under the name of F. Naudin & Co. in Queens Road Central, said:—I am agent for the Economic Fire Insurance Co., Limited, the head-quarters of which are in London. This is the Company in which first witness was insured for $10,000. The insurance was effected on the 18th of July, 1889. I had a previous acquaintance with the first witness. He was insured also in another company—the Straits Insurance. The previous or first insurance expired in November 2nd, 1888; it was for $19,000. After that he did not insure until the 18th of July, 1889. I inspected the premises personally, and then took the risks. I was satisfied with the goods for which I issued the policy of $10,000. The goods consisted of different kinds of electrical apparatus, and photographic instruments. The descriptions, so far given me, of the apparatus, were correct. I have no reasons to doubt the statements made by the first witness. I had no suspicions of anything. So far as I am concerned, as agent of the Insurance Company, I am not aware of any suspicions that the fire was not accidental. I asked whether they had saved the books, and they said "no." There is a stock list attached to a bill of sale in the hands of Mr. Moosa. It was a bill of sale on the shop. Mr. Moosa advanced $1,300 and this stock list and bill of sale were security for the advance. It was some time this year.

The first witness was recalled and in reply to his Worship said:—I insured my premises with Messrs. Naudin & Co. in November, 1887, to 1888 for $19,000. There was no more insurances until this year in July. My policy with the Straits Insurance was for $14,000 and $5,000 was with the Economic Fire Insurance Company. The compradore came to me about it, and I wanted to insure the whole amount with Messrs. Naudin and Co. I made no more attempts to insure with the Straits Insurance Co. The books are all burnt. They were kept on the counter a few feet from where the fire began. This was the counter where the kerosine lamp was. The fire occurred on the floor close by the counter. I was unable to get near the counter although I tried. I made out the stock-list about two years ago. This was the stock-list for the other shop. There was a broker called Apcar who usually came to see me and asked me at one time whether I wanted to speculate in shares; I said I wanted money, and he replied that he would get me the money, and this was for the money he brought me, and the stock-list was for security on that amount. The amount was for $1,300. The date of this loan was in November or December, 1887. I have not paid back the loan yet, and pay interest at 12 per cent. per annum. I never was asked to pay it back. I made arrangements that if this money was wanted back, I should have one month's notice first. The interest was due on the 6th of every month. The payments were irregular. Apcar was also security for the amount—I don't remember when the last interest was paid. It was at least four or five months ago. I really did not want the money then, but as I promised him in joke, I took the money. Only part of stock was given as security.

Mr. Naudin recalled—There was no value set in the stock-list.

First witness then went on to say that he kept the policy in the place where he lived; the stock-list mentioned was the stock-list for the former shop. There were only two instruments set down one of which was an electric apparatus, worth about $3,000. They were still here. They all belonged now to the Insurance Company.

Mr. Naudin—When I insured the premises I saw a large telescope on the top of the building which should be there, but I could not see it after the fire. It should be there. It was worth about $400. I also noticed the other things in the shop. I could recognize the machinery there. I took charge of the premises immediately after the fire. The men I put in charge there are Chinese. I went up to the roof after the fire to look for the telescope, but could not see it. The top-floor was in such a way that it was impossible to move the things at the fire through the interior of the shop.

Yung Sing recalled:—I insured the property for $10,000, and I considered it to be of that value. I use the electric light to take photographs at night. I used to do a great deal of such work. The electric apparatus I used was removed from the old shop. The Compradore of the Naval Dockyard then had some electric lamps and apparatus with me when I insured the property for $19,000. That was the reason partly, and also I had more *jokis* and my brother had a lot of clothes which he kept in my shop. There were also gas lamps, gas fittings and water pipes worth a few hundred dollars,—about $400, in the old shop. The electric lamps of the Naval Dockyard Compradore numbered nine or ten, at $25 each. The clothes were worth about $1,000. There were also a couple of iron water tanks not removed. They are worth about $40. All the rest were moved to the new shop. There were also a lot of glass partitions and house fittings worth $1,000. The goods I insured for $10,000 consisted of a number of articles worth, say, about a few hundred dollars each. The telescope is still there. It was presented to my father, and worth including a tripod stand, about $150. It was placed in the room where the fire commenced. Formerly it was on the verandah. It ought to be there still. I did not remove a single article. There was no covering over the verandah, and it was removed inside for fear of rain. It never was on the roof. It is only taken to the verandah when we want to use the telescope.

Mr. Wodehouse then told Mr. Naudin to go and have a look at the premises, and see whether the telescope was still there. He said he would do so in four or five days,—he could not remove the things from Stanley Street as the place is all blocked up at present.

Inspector Hennessey stated—I have no further evidence to produce as to the origin of the fire. I was on duty on the night of the fire and I

commenced to make the inquiries at once. I did not see the master then, but on the following morning. He was the first one from whom I inquired about the matter. He gave the same account as he has done to-day. He mentioned to me the contractor during the course of his statement and I sent for him. He gave the same account. To my knowledge there is nothing to make me doubt their evidence. The whole of the top floor came down on the first.

Mr. Wodehouse then said he wanted a man stationed on the premises on the removal of the property by the Insurance Company of the contents of the top floor, and Inspector Hennessey said that he would place a constable on the spot at that time.

Mr. Naudin—The stock-list I saw was a number of articles to be sold on retail. There was no value set on them.

The inquiry was then adjourned until next Thursday at 10 o'clock, or after the premises had been cleared, for further evidence to prove the truth of the first and second witness's statements.

CHINESE CHARACTERISTICS.

THE GREAT PLAIN OF CHINA AND ITS RIVERS.

By the Great Plain of China we mean in general terms all that portion of the empire which is north of the Yang-tze-kiang, east of the mountains that bound the provinces of Honan and Chihli on the west, and south of the mountains that separate Chihli from Manchuria. Here is a very respectable area, which may be roughly spoken of as twenty degrees of latitude in length, and perhaps ten degrees of longitude in width. By examining a good Chinese map, this territory is seen to be traversed by a great variety of streams, all struggling under the greatest difficulties to make their way to the sea. Of a few of the many rivers which occupy this extensive tract, foreigners know a great deal too much. Since the introduction of the telegraph and the dispersion of foreigners all over the interior of these provinces, a great deal more attention than before has been paid to inundations due to overflows of the Yellow River. Twenty years ago, these occurrences were scarcely noted, because to foreigners they were scarcely known. Now, the moment an outbreak occurs, the news is telegraphed all over the world. Some have an impression that the devastations of the Yellow River have been unusually destructive within the past thirty years, but of this there does not seem to be good evidence. In one of Father Huc's volumes containing an account of Catholic Missions, it is incidentally mentioned that a terrible flood, caused by the Yellow River, took place in the year 1703, and that there was such distress that the Emperor K'ang Hsi took the matter in hand, and turned it over to the priests, who went to work on a systematic plan which was very commendable. Perhaps this was the first time that foreigners had been the agents for giving famine relief in the Celestial Empire. But because the Yellow River is the principal offender among the streams of China, and has earned the epithet (first bestowed, we believe, by an Emperor) of China's Sorrow, it must not be overlooked that the great plain to which we have referred is full of Yellow Rivers, and that each one is as like to the great prototype as a little scorpion is like to its dam. In the summer, these innocent-looking streams wend their humble way along in such a modest fashion that it is hard for a flat-bottomed boat to get anywhere. In the early spring, when the snows melt, the streams are fuller with the proceeds of the mountain snows from far off regions. But it is not till late in the summer, or more probably early in the autumn, that the real character of the rivers appear. They all have the same defects. They are too long, they are too shallow, and they have too much water for the area; and besides this, they all flow through a country which is too densely populated, and where a disaster is sure to mean actual ruin. What we now hear of the havoc wrought by the Yellow River is only a transcript on a large scale of what is occurring in many places all the time, during the early autumn months, but on a small scale. The difference is that in the case of the lesser streams we do not hear of the results, and therefore they are unnoticed. But there is hardly any year in which, by a careful search in the documents published in the *Peking Gazette*, one cannot satisfy himself that there has been very serious damage entailed by many of these streams. When we consider how very small a part of the ills of this sort are noticed in that journal, and how little is told of what is mentioned, we have an inkling of what the Plain of China must annually suffer from its rivers. These streams are all of them dyked; that is to say, there are earth-works along the sides, which are supposed to restrain the waters. But it is a singular and a universal fact that during the season when these dykes ought to receive the closest attention they get almost none. They are crossed in all directions by roads, and the banks are imperceptibly worn away. When a torrent of water descends, with little or no warning, these low places invite an over-flow, and they receive it. It may not be the business of any particular official to see that the roads have been raised, and the consequence is the flooding of thousands of acres of excellent land. This has actually taken place during the present year, in the case of a small channel originally dug for an overflow to the Grand Canal. The officials, who were doubtless promoted for their success in dealing with the work, contrived to execute it in such a way as to accomplish no valuable result whatever. The channel is too narrow and too shallow to be of any important use when the floods really come. Another danger to river banks all over the great plain arises from the excavations of wild animals, of which there are a variety. They appear to be of the ground fox and badger type, and abound in any place which is not liable to be disturbed, such as grave-mounds, and river-banks. It seems likely that some of the sudden destruction of river banks, which appears at the time to be causeless, is in reality due to the subterranean labours of these mischievous quadrupeds. The insinuating waves find no difficulty in penetrating ready-made apertures, and before any one knows what is going on out of sight, a whole embankment is ruined, and a fertile country is in consequence laid waste. The bare mountains send down their torrents into the narrow channels, which in a few hours are filled to the brim. Running water does not flow very swiftly in such insignificant and tortuous channels, and it is utterly out of the question for any such water-course to carry off all the water which is entrusted to it. Each of the rivers which finds an outlet at Tientsin flows through a great stretch of plain, and although the number of affluents is trifling, as discharge pipes for such an extent of country they are each of them a complete failure. The longest of them all is the most southern, which like all Chinese streams enjoys a great variety of nomenclature. It is called the *Yü-ho*, or Imperial river, the *Yün-liang-ho* or grain-transporting river (though this is also applied to a wholly different water-way in Honan, south of the Yellow River) and the 'Grand Canal,' though the true Canal ends at Lin Ch'ing, about a thousand *li* from Tientsin. Still another name for the stream above the mouth of the real canal is the *Wei* river, and there are many other local appellations. From Tientsin to the head of navigation on this small river is a distance of twenty-six 'stages,' or reckoning seventy *li* to a stage, more that eighteen hundred *li*. When the heavy summer rains come they fill this river from bank to bank, just as full as it will hold, even at the extreme upper end of its course, where it is so narrow that the smallest boats can barely pass each other. As additional water comes continually, and in ever increasing deluges, it is as we have just remarked wholly impossible for a rivulet like this to convey such torrents six hundred miles, and then safely turn them over to the over-burdened Peiho at Tientsin. The result is that during the month of August in each year the banks of the *Wei* river, throughout all its devious and extended course, are lined with thousands of anxious villagers watching the rising of the floods, which it is well understood will bring ruin somewhere. The long neglected banks are now thoroughly guarded with a posse at every point of danger, and as the waters rise an inch, earth is heaped up with the most reckless prodigality, to the additional height of another inch, or even two. In many places which have been the scenes of breaks in other years the embankments are double. Sometimes there are villages between these outer embankments and the river. If the banks give way at this point, the wretched villages are put in soak, with no possibility of relief till the waters have gone down in the autumn. The district wholly outside the bank will not allow the villages inside to cut the bank and let the waters out. In one case along the line of the 'canal' a few years since, six villages found that they were half drowned in a pocket of an embankment of this sort, and made a vigorous effort to let the waters out. The principle on which the officials proceed is that water must be allowed to take its course (*jen shui p'ing liu.*) But long before the officials had an opportunity to act, the people in the adjacent district arose in force, picketed the bank with watchmen and resisted all efforts to cut it. This resulted in several battles, in which many lives were lost, and an interminable lawsuit which dragged its slow length through many courts, and as the fruit of which many persons got at least heavy 'damages.' The case became such a famous one as to give rise to a theatrical exhibition, in which the *dramatis personae* were copies of those in the real case. The exhibition was of course not given in any village near to the scene of the real drama, but for those at some distance it had an interest not to be found in representations of events belonging to the T'ang or the Ming dynasties. For that matter, however, there is every reason to suppose that just such scenes were enacted in both those dynasties and in all others before and after, for the laws of nature are tolerably uniform, and the behaviour of the Chinese is scarcely less so. Fresh illustrations of these principles have been afforded during the past weeks in north-western Shantung. The 'Grand Canal' has been full to its brim. Thousands of excited villagers have hung over the bank, watching every symptom with most anxious interest, for the issues were almost those of life and death. Each day the water rose, and each night it rose yet more. The excitement began to reach the point of lawlessness, when about the 20th of August the word was passed along that the water was falling. If it has gone down an inch at such a time, this is held to be an almost infallible sign that a break has taken place somewhere. For such a river to fall even an inch by a normal process is a difficult feat. Then the people are happy, shoulder their shovels, and go back singing to their homes, regardless of the fact that the three breaks which have occurred, one above Lin Ch'ing and two far below it (one on each side of the river) mean destruction to a vast area. We are safe, and that is all that we can look out for! In China the governmental providence that takes care of those who are too ignorant or too feeble to care for themselves, is wanting. To reform the water-ways is a prime necessity, but when the magnitude of the problem is considered, it is seen to be almost equivalent to the reformation of the empire. And where is the bold man that looks for *that*?—*N. C. Daily News.*

LIME-KILN CLUB FINANCES.

THE PRESIDENT EXPLAINS THE SYSTEM OF KEEPING THE HARD CASH.

Owing to the embarrasing condition in which the Rev. Penstock found himself at the close of the last meeting, the members generally predicted that he would never enter Paradise Hall again. They were disappointed, however. He was on hand at the usual hour, his phiz wearing the serene and self-satisfied expression habitual to it, and he had nothing to say out of the usual line. When the meeting opened, Brother Gardner looked up and down the aisles as if searching for some one, and finally inquired:

"Does any member of dis club desiah a report as to our finansbul standin'?"

No one replied. Penstock had a very innocent look, and Judge Cahoots was busy paring off his corns with a jack-knife almost as long as his arm.

"Nobody seems to desiah a report," continued Brother Gardner, "but I will make one fur de benefit of de club in gineral. All money paid into dis club pass de hands of de Secretary, who makes a record an' keeps an account. When he pays ober to de Treasurer he takes a receipt. De Treasurer passes de cash along to de Finance Committee, makin' a record an' takin' a receipt. De Finance Committee make a record, an' de cash am put in de safe. Dat safe can't be opened onless de three members of the committee are present, each wid his key. De hall am guarded day an' night by a watchman, who has orders to shoot any one pusson of de committee who approaches widin fo' feet of de safe. De cash is counted an' a balance stricken once a week, an' dat cash an' dat balance has to agree to a cent or dar am a row. We hev now in bank an' in de safe a leetle less than $2000, an' all accounts hev bin audited and passed as correct up to date.

"De system under which our finances am taken in, paid out or held may not be as good as dat of some banks, but up to date we haven't lost a penny, an' no one has been branded as a thief or embezzler. If dar am any furder information wanted, I shall be happy to furnish it. Would Brudders Penstock and Cahoots like to examine de books an' papers fur de last nine years?"

Both the gentlemen named declined with thanks, and the regular order of business was proceeded with.—*Detroit Free Press.*

To-day's Advertisements.

STEAM TO MANILA, (VIA AMOY.)

THE Steamship

"NANZING,"

Captain Thomson, will be despatched as above, on MONDAY, the 30th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 27th September, 1889. [1194

WANTED.

FOR *The Hongkong Telegraph*, a CAPABLE SHORT HAND REPORTER, who is a smart paragraphist and reliable proof-reader. Apply, with full particulars, to

THE EDITOR,
The Hongkong Telegraph.

Hongkong, 31st July, 1889.

To-day's Advertisements.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"PARTHIA,"

3,127 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE & YOKOHAMA, on THURSDAY, the 10th October, at NOON.

To be followed by the S.S. "BATAVIA," on the 24th Oct. and S.S. "ABYSSINIA" on the 7th Nov.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria...(Mex.)$210.00
To all Common Points in Canada and the United States 275.00
To Liverpool 320.00
To London 325.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 9th Oct.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For Information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th September 1889. [33

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Sixteenth Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on THURSDAY, the 10th October next, at NOON, for the purpose of receiving the Report of the Directors together with Statements of accounts for the year 1888, and for the half year ending 30th June, 1889.

The TRANSFER BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board,

N. J. EDE,
Secretary.

Hongkong, 27th September, 1889. [1196

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CUPS.

THE Second Stage of the Second Competition will be shot off TO-MORROW, the 28th instant, at 2.45 P.M., commencing at 900 Yards. Entries for this Stage close on FRIDAY next, the 27th instant, at 5 P.M. Entrance Fee 30 cents.

A. SHELTON HOOPER,
Hon. Secretary,

Hongkong, 21st September, 1889. [85

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

1.—"Hongkong Telegraph" Office.
2.—Cantlie, Dr. J., Queen's Road.
Cowie, Dr., Queen's Road.
Hartigan, Dr. Wm., Queen's Road.
3.—Cantlie, Dr. J., Victoria Peak.
6.—C. & J. Telephone Co., Ld.
7.—Poesnecker, L., Robinson Road.
8.—Arnhold, Karberg & Co.
9.—Hongkong and Shanghai Bank.
10.—Chater and Vernon.
11.—Peak Hotel & Trading Co., Queen's Road.
12.—"Daily Press."
13.—Russell & Co.
14.—E. E. A. and China Telegraph Co., Ld.
15.—Central Police Station.
16.—Watson & Co., A. S., Ld.
17.—Douglas Lapraik & Co.
18.—Butterfield and Swire.
19.—P. & O. Steam Navigation Co.
20.—Hongkong and Whampoa Dock Co., Ld.
21.—Cruickshank, Wm., Pedder's Street.
22.—"China Mail."
23.—Jordan, Dr. G. P., Pedder's Street.
24.—Hongkong and China Gas Co., Ld.
25.—H. & W. Dock, Aberdeen.
26.—Alice Memorial Hospital.
27.—Holliday, Wise & Co.
28.—Holliday, J. F., Victoria Peak.
29.—Peak Hotel.
29.—a Peak Hotel & Trading Co., Craigieburn.
30.—China-Borneo Co., Ld., Steam Saw Mill.
31.—Gibb, Livingston & Co.
32.—The Hongkong Hotel, Public Telephone.
33.—Hancock, W. St. John H., C.E.
34.—Cruickshank, Wm., Victoria Dispensary.
35.—Brodie, Wm., Residence.
36.—Ah Yon & Co., 80, Praya Central.
39.—Mackintosh, E., Residence.
40.—The Borneo Co., Ld.
41.—Adamson, Bell & Co.
42.—Dodwell, F.
42.—Jordan, Dr. G. P., Residence.
44.—Government House.
45.—Hughes & Ezra.
46.—Belilios & Co.
47.—Belilios, E. R., Kingsclere.
48.— Do. Victoria Peak.
49.—Carlowitz & Co.
50.—The Imports and Exports Office.
51.—Morris & Ray.
52.—Layton, B., Residence.
53.—Judd, Walter, Victoria Peak.
54.—Webber, J. F.
55.—Hartigan, Dr. W., Residence.
56.—Victoria Hotel, Public Telephone.
59.—Soy Sing.
60.—Dakin Bros. of China, Ld.
61.—Stevens & Co., Geo. R.
62.— do. Residence.

Subscription to Exchange $80 per Annum.

Subscribers will oblige by correcting their Lists accordingly.

A. SANDFORD,
Agent.

Hongkong, 8th April, 1888. [150

Intimations.

THE SHARE LIST IS OPEN UNTIL FURTHER NOTICE.

THE HONGAY LIME AND CEMENT WORKS, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES 1864-1886.

CAPITAL $250,000,
DIVIDED INTO 50,000 SHARES OF $5 EACH.

Payable $1 on application, $1 on allotment. Balance as required, at one month's notice. One half of the Shares is held by the Directors and their friends and will be allotted in full; the remainder are now offered for public subscription in Tonkin and Hongkong.

DIRECTORS:

A. LIEBARD, Esq of A. R. MARTY, Esq.
H. F. HAYLLAR, Esq., C.E.
C. GRANDJEAN, Esq.
CHEONG KAI, Esq.
FUNG WA CHUN, Esq.
LO TSUN HING, Esq.
* A. B. RODYK, Esq.
* C. VEZIN, Esq.

* Join after allotment.

BANKERS:

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

SOLICITORS:

Messrs. CALDWELL & WILKINSON,
Hongkong.
P. DEVAUX, Esq., Haiphong.

CONSULTING ENGINEER.
H. F. HAYLLAR, Esq.

GENERAL AGENT:

A. R. MARTY, Esq., Haiphong and Hongkong,

SECRETARY AND OFFICE:
J. A. BARRETTO, Esq.,
7, D'Aguilar Street.

PROSPECTUS.

THIS Company is formed to purchase and enlarge the Cement Works known as The "Societé Française de Fabrication des Ciments & Chaux Hydrauliques & Produits Chimiques du Tonquin" situated at Hongay.

The property is held under a concession from the French Government and is of 60 acres in area with sea frontage and is admirably situated, having an approach where vessels of any size can anchor easily. There is also a practically inexhaustible supply of lime and other materials required for cement making on the spot. Coal, the principal item, is to be had near and cheap. As a matter of fact veins of coal have been discovered on the property to be purchased by this Company. It may be stated that the Charbonnages du Tonquin's property is immediately opposite that of this Company.

Highly satisfactory reports on the cement and hydraulic lime have been given by the French Government and local authorities here, and these can be seen at the offices, where samples also may be had. Samples are now being submitted to the Government for approval. Whilst this Cement is considered as good as that supplied by the Green Island Company, as regards cost it is cheaper.

The cost price is $1.25 a cask in Haiphong and $1.50 here. It can be sold in Indo China for about $5.20 a cask and in Hongkong at $3.50.

Without taking into consideration the Hongkong market, there is consumed in Indo China alone, according to official reports, 22,000 casks per annum.

There are no legal objections to an English Company working the concession, with its Head office in this colony.

The purchase money has been fixed at $83,000, of which $25,000 is taken in shares.

This includes a large stock of raw material, coal, cement, lime and bricks. Should the Company at any time increase its capital, one fully paid up share is added to the purchase money for every ten shares issued. With the present capital the Company will be able to turn out 50,000 casks of cement a year, as well as hydraulic lime, fire bricks &c., in large quantities.

The following contracts have been entered into:—

(1.) Contract dated 27th July 1889 between C. VEZIN of the one part and ARTHUR B. RODYK of the other part.

(2.) Contract dated 6th August 1889 between ARTHUR B. RODYK of the one part and J. A. BARRETTO as Trustee on behalf of the Company of the other.

These together with the Memorandum and Articles can be seen at the Solicitor's office.

Applications for shares must be made on the printed form, and forwarded to the Bankers (where share forms may be obtained) together with the amount payable on application.

Hongkong, 20th September, 1889. [1169

SHOOTING GALLERY.

AT No. 35, Wellington Street, under the UNION CLUB.

Opened from 10 A.M. to 1 P.M., and from 3 to 12 P.M.

Hongkong, 9th September, 1889. [1022

MRS. BOHM'S PRIVATE BOARDING RESIDENCE will be in future conducted under the name of WINDSOR HOUSE.

—WINDSOR HOUSE,—
HONGKONG,
No. 8, Queen's Road Central.

PRIVATE BOARD AND RESIDENCE,
And
FAMILY HOTEL.

This establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers first class accommodation to Residents and Travellers, has a spacious Dinning Room, and a large number of well furnished bed rooms with all comforts. A good table kept.

Table d'hote:—Breakfast, 8.30 A.M.; Tiffin, 1 P.M.; Dinner, 7.30.

Board by the month, day, or single meals, at reasonable rates.

Arrangements can be made to serve meals in gentlemen's quarters.

Continental languages spoken,

MRS. BOHM,
Proprietrix.

Hongkong, 28th August, 1889. [352

NOTICE.

MR. NG SUI-SHANG begs to announce that in compliance with a suggestion made to him by Mr. MITCHELL-INNES, he has now opened an AGENCY for the supply of CHAIR COOLIES at 4, Gough Street, 1st Floor, and is prepared to supply them on the conditions and at the rates mentioned in Mr. Mitchell-Innes' circular, copies of which can be had on application to the Agency. He trusts that the Agency may be the means of putting an end to the present unsatisfactory state of affairs by supplying Masters with Good Coolies, and at the same time affording the latter regular employment.

N.B.—The Agency will also be prepared to supply Jinrickshs and House Coolies if desired.

Hongkong, 28th August, 1889. [1073

Intimations.

NOTIFICATION.

HONGKONG VOLUNTEER ARTILLERY.

I.

THE drill season of the above Corps will commence on the 1st October.

II.

Surgeon CANTLIE will attend at Head Quarters EVERY FRIDAY EVENING at 6 O'CLOCK to inspect any gentlemen wishing to join.

III.

Intending members on passing medical Examination will be enrolled and passed on to recruit drill at once.

IV.

Any one who has previously been an efficient member of a Volunteer Corps will not be required to drill until November, but it will be to the advantage of all such new members to enrol as early as possible.

V.

Expresses of Drills, etc., will be issued later on.

By Order,

H. T. HAWKINS,
Captain, R.A.,
Adjutant, Hongkong Volunteer Artillery.

Head Quarters,
Hongkong, 26th Sept., 1889. [1192

NOTICE.

AN INTERIM DIVIDEND of 5 % for the last six months from 1st March to 31st August, 1889, will be payable at the HONGKONG AND SHANGHAI BANK on 1st October prox.

Dividend Warrants to be had at this Office.

CRUICKSHANK & Co., Ld.,
JAS. STEPHEN,
Acting General Manager.

Hongkong, 24th September, 1889. [1183

KOWLOON HOTEL.

J. C. L. ROUCH.....MANAGER.

WINE and SPIRITS of the best quality, ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 21st January, 1889. [174

Masonic.

ST. JOHN LODGE

OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 28th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th September, 1889. [1189

ZETLAND LODGE,

No. 525,

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on TUESDAY NEXT, the 1st October, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th September, 1889 [1190

To be Let.

TO BE LET.

IN A PRIVATE RESIDENCE on Caine Road, a large well-furnished room with Bath-room attached.

Terms moderate.

Address
A. B. C.,
c/o Hongkong Telegraph Office.

Hongkong, 26th September, 1889. [1191

TO LET.

WITH IMMEDIATE POSSESSION.

NO. 4, QUEEN'S GARDENS, Rent $90 and Taxes.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 4th June, 1889. [129

TO LET.

FROM 1st August, 1889, either with or without Machinery, the Company's spacious GODOWN and YARD at Bowrington known as the Hongkong Steam Laundry Company, (Limited).

A. O'D. GOURDIN,
Manager.
Hongkong Steam Laundry Co., (Ld.)

Hongkong, 24th July, 1889. [928

TO BROKERS AND OTHERS.

THREE ROOMS TO BE LET in VICTORIA BUILDINGS, on Ground Floor, and with separate entrances, at $45 a month each.

Apply to
ARTHUR B. RODYK,
2, D'Aguilar Street.

Hongkong, 27th August, 1889. [1065

TO LET.

THE TOP FLOOR of the premises in ICE HOUSE LANE belonging to the Hongkong Ice Co., Limited, suitable for Offices.—Possession on 1st October, next.

Apply to the Manager at the Depot or to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th August, 1889. [1069

TO LET,

ROOMS in "COLLEGE CHAMBERS."
No. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 20th September, 1889. [13

TO BE LET.

THIRD FLOOR No. 5, Duddell Street, containing 4 large light and airy rooms, 2 small rooms, and 2 bathrooms. Gas and Water laid on. Rent $70 per month. Immediate possession.

Apply to
"B.,"
c/o Hongkong Telegraph Office.

Hongkong, 11th July, 1889. [869

TO LET.

HOUSE No. 2, "SMITH'S VILLAS" Magazine Gap, a spacious five roomed HOUSE, with basement and outhouse, excellent view. Expected to be ready 1st August next.

Apply to
F. BLACKHEAD & Co.

Hongkong, 2nd July, 1889. [828

Auctions.

GOVERNMENT NOTIFICATION,
No. 401.

GOVERNMENT Notification No. 392 of the 14th instant is hereby cancelled, and the following is substituted in lieu thereof.

By Command,
ARATHOON SETH,
for the Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st September, 1889. [1156

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of September, 1889, at 4.30 P.M., by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

The Government reserves the right of way through this Lot as shown on the plan.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
1	Inland Lot No. 1,219	South of Kennedy Road and immediately East of the Tramway	feet.	N.	S.	E.	W.		
			201						
				253					
					116				
						128			
							25,995	120	5,199

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of:—

£7	7	6	per quarter if commenced at age (n. b.)	20
£8	14	2		25
£10	11	2		30
£13	4	10		35
£17	15	8		40
£27	12	6		45

AFTER the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five year's payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.

Note—It is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases; Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

THE BORNEO COMPANY, LIMITED.
Agents,
STANDARD LIFE OFFICE.

810—2]

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 1st July, 1889. [821

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1889. [822

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [152

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [1091

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS and BOOKS,
No. 48, Queen's Road Central. [742

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—182 per cent. premium, buyers.
Union Insurance Society of Canton—$100 per share, buyers.
China Traders' Insurance Company—$80 per share.
North China Insurance—Tls. 330 per share, buyers.
Canton Insurance Company, Limited—$135 per share.
Yangtsze Insurance Association—Tls. 100 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$382½ per share, sellers.
China Fire Insurance Company—$84 per share
Hongkong and Whampoa Dock Company—67 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$39 per share, sellers.
China and Manila Steam Ship Company—125 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$210 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
Indo-China Steam Navigation Company, Limited—15 per cent. dis., buyers.
Douglas Steamship Company—$72 per share, sellers
China Sugar Refining Company, Limited—$245 per share, buyers.
Luzon Sugar Refining Company, Limited—$85 per share, sales and sellers.
Hongkong Ice Company—$111 per share, buyers.
Hongkong and China Bakery Company, Limited—$80 per share.
Hongkong Dairy Farm Co., Limited—$14 per share, sellers.
A. S. Watson & Co., Limited—$21 per share, sellers.
Chinese Imperial Loan of 1884 B—7½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$150 per share, nominal.
The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—$17 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$162 per share, buyers.
Tonquin Coal Mining Co.—$520 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.
The East Borneo Planting Co., Limited—$58 per share, sellers.
The Songei Koyah Planting Co., Ld.—$55 per share, buyers.
Cruickshank & Co., Ld.—$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ld.—par, nominal.
The China-Borneo Co., Ld.—$40 per share, buyers.
The Hongkong Brick and Cement Co., Ld.—$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—$45 per share, buyers.
The Green Island Cement Co. (New Issue)—$81 per share, nominal.
The Hongkong Land Investment Co., Ld.—$125 per share, buyers.
The Hongkong Electric Light Co., Ld.—$6 per share, buyers.
Geo. Fenwick & Co., Limited—$30 per share, buyers.
The West Point Buildings Co., Ld.—$50 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$24 per share, sellers.
The Labuk Planting Co., Ld.—$17 per share, buyers.
The Jelebu Mining and Trading Co., Ld.—$61 per share, sellers.
The Selama Tin Mining Co., Ld.—$4 per share, sellers.
The Shameen Hotel Co., Ld.—$5 per share, nominal.
The Kowloon Land Investment Co., Ld.—$22 per share, sellers.
The Hongkong Marina, Limited—25 per cent. premium, buyers.

EXCHANGE.

ON LONDON.—Bank, T. T.	3/0½
Bank Bills, on demand	3/0½
Bank Bills, at 30 days' sight	3/1
Bank Bills, at 4 months' sight	3/1⅛
Credits at 4 months' sight	3/1⅛
Documentary Bills, at 4 months' sight	3/1⅛
ON PARIS.—	
Bank Bills, on demand	3.86
Credits, at 4 months' sight	3.97
ON INDIA, T. T.	225
On Demand	225½
ON SHANGHAI.—	
Bank, T. T.	72⅛
Private, 30 days' sight	73

OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul (Allowance, Taels 80).	$600
NEW PATNA, (without choice) per chest	$517½
NEW PATNA, (first choice) per chest	$520
NEW PATNA, (bottom) per chest	$527½
NEW PATNA, (second choice) per chest	$575
NEW BENARES, (without choice) per chest	$502½
NEW BENARES, (bottom) per chest	$510
NEW PERSIAN (best quality) per picul	$550
OLD PERSIAN (best quality) per picul	$500
OLD PERSIAN (second quality) per picul	$475

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	29 94
Barometer—1 p.m.	29 90
Barometer—4 p.m.	29.89
Thermometer—9 a.m.	82
Thermometer—1 p.m.	83
Thermometer—4 p.m.	83
Thermometer—9 a.m. (Wet bulb)	81
Thermometer—1 p.m. (Wet bulb)	80
Thermometer—4 p.m. (Wet bulb)	80
Thermometer—Maximum	83
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

26th September, 1889.—At 4 p.m.

STATION	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.94	54	...	...	0	0	...
Tokio	29.90	...	...	...	...	...	...
Nagasaki	29.96	...	...	...	0	...	...
Shanghai	29.73	77	86	NE	3	b	...
Amoy	29.88	86	72	SE	2	b	...
Hongkong	29.80	82	84	SE	4	c	...
Haiphong	29.77	87	70	S	4	c	...
Botinao	29.89	82	80	WSW	2	cf	...
Manila	29.89	88	78	SSW	1	cf	...
Anping	.....	...	...	...	...	...	...

27th September, 1889.—At 10 a.m.

STATION	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.93	54	88	...	0	0	0.09
Tokio	.....	...	...	...	...	...	...
Nagasaki	29.93	...	...	N	1	...	...
Shanghai	29.93	73	95	NNW	2	c	...
Amoy	30.00	84	87	...	0	c	0.09
Hongkong	29.93	84	79	SE	4	c	0.88
Haiphong	29.88	84	81	...	0	b	...
Botinao	29.94	85	76	SE	2	b	0.07
Manila	29.94	87	72	SSW	2	cd	...
Anping	.....	...	...	...	...	...	...

The barometer has risen in Hongkong. Gradients are moderate for east winds. Cloudy, and rather warm, and damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5.—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *p* Passing showers, *q* Squally, *r* Rain, *s* Snow, *t* Thunder, *v* Visibility, *w* Dew, *wet*. 7—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 27th September, 1889.

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Peshawur*, with the outward English mail, left Singapore on the 25th instant at 8 a.m., and may be expected here on or about the 30th.

THE CANADIAN MAILS.

The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Kobe on the 23rd instant for Shanghai and Hongkong.

The Canadian Pacific steamer *Port Fairy*, with Canadian mails, left Vancouver on the 20th instant for Japan and Hongkong.

STEAMERS EXPECTED.

The Navigazione Generale Italiana Co.'s steamer *Bisagno*, from Genoa and Bombay, left Singapore for this port on the 23rd instant, and is due here on the 30th.

The Ocean Steamship Co.'s steamer *Sarpedon*, from Liverpool, left Singapore on the afternoon of the 24th instant, and is due here on the 1st proximo.

Shipping.

ARRIVALS.

INGRABAN, German steamer, 894, P. Massmann, 26th Sept.,—Saigon 21st Sept., Rice.—Wieler & Co.
KONG BENG, British steamer, 856, R. Jones, 26th Sept.,—Bangkok 18th Sept., Rice and General.—Yuen Fat Hong.
CHOYSANG, British steamer, 1,194, W. E. Sawer, 27th Sept.,—Whampoa 27th Sept., General.—Jardine, Matheson & Co.
FLINTSHIRE, British steamer, 1,780, W. Dwyer, 27th Sept.,—Shanghai, *via* Foochow 25th Sept., General.—Adamson, Bell & Co.
ZAFIRO, British steamer, 675, McCaslin, 27th Sept.,—Manila 24th September, General.—Russell & Co.
JOHANN, German steamer, 427, Binge, 27th Sept.,—Haiphong, *via* Holhow 21st Sept., General.—Wieler & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ajax, British steamer, for Shanghai.
Augusta, German bark, for Shanghai.
Woosung, British steamer, for Swatow.
Port Augusta, British steamer, for Amoy, &c.
Flintshire, British steamer, for Cochin-China.

DEPARTURES.

September 26, *Irene*, American brig, for Valparaiso.
September 26, *Oxus*, French str., for Shanghai.
September 27, *Port Augusta*, British steamer, for Amoy, &c.
September 27, *Phra Chula Chom Klao*, British steamer, for Swatow, &c.
September 27, *Ancona*, British steamer, for Nagasaki, &c.
September 27, *Glucksburg*, German steamer, for Amoy.
September 27, *Ajax*, British str., for Shanghai.
September 27, *Amoy*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Zafiro*, str., from Manila.—Mr. Sohm.
Per *Kong Beng*, str., from Bangkok.—30 Chinese.
Per *Ingraban*, str., from Saigon.—60 Chinese.
Per *Johann*, str., from Haiphong, &c.—29 Chinese.

DEPARTED.

Per *Oxus*, str., for Shanghai from Hongkong.—Mrs. C. Heermann and 2 children, Pastor S. A. Steven, Messrs. G. E. Watson, F. E. Nichol, and 3 Chinese. From Marseilles.—Mr. and Mrs. Henderson, Miss Laplanche, Miss B. Laplanche, and Mr. Schell. From Singapore.—Mrs. Dougal. From Marseilles for Kobe.—Mr. Yokohama. From Singapore.—Messrs. Nanamura and Mabrure. From Saigon.—Mr. Delisle. From Marseilles for Yokohama.—Mrs. Prinsep, Messrs. Taguchi, T. Kiugo, Lebarbier, Okado, Motono, de Groote, de Smet, and Houzet. From Calcutta.—Mrs. Becker. From Singapore.—Mr. and Mrs. Meinertshagn, Mr. and Mrs. Wilson, Messrs. Courage, Freeman, and Randolph. From Saigon.—Mr. Rameseger.
Per *Ajax*, str., for Shanghai.—3 Europeans and 100 Chinese.
Per *Port Augusta*, str., for Vancouver, B.C.—Mr. C. Ermatinger. For Pacific Coast Ports.—65 Chinese.
Per *Amoy*, str., from Shanghai.—10 Chinese.
Per *Phra Chula Chom Klao*, str., for Swatow, &c.—50 Chinese.

TO DEPART.

Per *Woosung*, str., for Swatow.—10 Chinese.
Per *Flintshire*, str., for Cochin-China.—10 Europeans.

REPORTS.

The British steamship *Flintshire* reports that she left Shanghai, *via* Foochow on the 25th instant. Had fresh north-east winds and squally weather.

The British steamship *Zafiro* reports that she left Manila on the 24th instant. From Manila had strong south-east and south winds with moderate sea and continuous rain; when within 100 miles of Hongkong had fine clear weather and moderate breeze from south-west.

The British steamship *Kong Beng* reports that she left Bangkok on the 18th instant, and Kohsi-chang on the 19th. Experienced moderate north and north-west winds to Pulo Obi, then north, north-east to north-west winds; thence hauling to south-east, and strong squally weather with rain.

Post Office.

A MAIL WILL CLOSE

For Amoy, Kobe, Yokohama, and San Francisco.—Per *Arabic*, to-morrow, the 28th instant, at 11.30 A.M.

For Shanghai.—Per *Choysang*, to-morrow, the 28th instant, at 2.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Guthrie*, to-morrow, the 28th instant, at 3.30 P.M.

For Shanghai.—Per *Fushun*, to-morrow, the 28th instant, at 3.30 P.M.

For Saigon.—Per *China*, to-morrow, the 28th instant, at 4.30 P.M.

For Hoihow and Pakhoi.—Per *Johann*, to-morrow, the 28th instant, at 5.00 P.M.

For Swatow, Amoy, and Tamsui.—Per *Hailoong*, to-morrow, the 28th instant, at 5.00 P.M.

For Amoy and Manila.—Per *Zafiro*, on Monday, the 30th instant, at 3.30 P.M.

For Straits and Calcutta.—Per *Japan*, on Tuesday, the 1st October, at 11.30 A.M.

For Singapore.—Per *Lydia*, on Wednesday, the 2nd October, at 9.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 781, T. A. Bruhn, 20th Sept.,—Singapore 13th Sept., Timber.—Wieler & Co.
ANTON, German steamer, 336, T. Eggerts, 14th Sept.,—Iloilo 11th Sept., General.—Wieler & Co.
ARABIC, British steamer, 4,368, W. M. Smith, 17th Sept.,—San Francisco 22nd August, and Yokohama 11th Sept., Mails and General.—O. & O. S. S. Co.
BATAVIA, British steamer, 1,664, J. C. Williamson, 15th Sept.,—put back. Mails and General.—Adamson, Bell & Co.
CHANGSHA, British steamer, 1,465, Williams, 24th Sept.,—Foochow 22nd Sept., Tea.—Butterfield & Swire.
CHINA, German steamer, 1,093, P. Haye, 19th Sept.,—Saigon 14th Sept., General.—Wo Kee.
CITY OF SYDNEY, American steamer, 3,016, D. E. Friele, 26th Sept.,—San Francisco 31st August, and Yokohama 20th Sept., Mails and General.—P. M. S. S. Co.
DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.,—Amoy 10th Sept., General.—Ban Moh.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FUSHIKI MARU, Japanese steamer, 1,119, Franck, 25th Sept.,—Kutchinotzu 20th Sept., Coal.—Mitsui Bishi Kaishia.
FUSHUN, Chinese steamer, 1,504, A. Croad, 26th Sept.,—Whampoa 26th Sept., General.—C. M. S. N. Co.
GENERAL WERDER, German steamer, 1,820, M. Eichel, 24th Sept.,—Yokohama 15th Sept., Kobe 18th, and Nagasaki 20th, Mails and General.—Melchers & Co.
GENNADY NEVELSKOV, Russian steamer, 42, A. Didim ff, 24th Sept.,—Singapore 16th Sept., Ballast.—Order.
GUTHRIE, British steamer, 1,484, H. Craig, 19th Sept.,—Sydney 29th August, Newcastle 1st Sept., Cooktown 6th, and Thursday Island 8th, Coals.—Russell & Co.
HAILOONG, British steamer, 783, F. Goddard, 25th Sept.,—Tamsui 20th Sept., Amoy 23rd, and Swatow 24th, General.—D. Lapraik & Co.
JAPAN, British steamer, 1,865, T. S. Gardner, 23rd Sept.,—Calcutta 7th Sept., Sept., Penang 14th, and 17th, Opium and General.—D. Sassoon, Sons & Co.
KASHGAR, British steamer, 1,555, Brown, 24th Sept.,—Bombay 6th Sept., and Singapore 18th, General.—P. & O. S. N. Co.
NANSHAN, British steamer, 805, Jas. Young, 24th Sept.—Singapore 6th Sept., and Bangkok 16th, Rice.—Hop Hing Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
WOOSUNG, British steamer, 1,107, Harris, 26th Sept.,—Whampoa 26th Sept., General.—Butterfield & Swire.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.,—Hamburg 10th May, General.—Arnhold, Karberg & Co.
ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August,—Albany, West Australia, 10th July, Sandanwood.—Order.
AMPHITRITE, German ship, 1,814, A. Bowept, 13th July,—Cardiff 6th March, Coal.—Order.
AUGUSTA, German bark, 473, Jessen, 25th Sept.,—Singapore 24th August, Timber.—Wieler & Co.
AUSTRALIA, British bark, 909, Wm. Harris, 11th June,—Manila 31st May, Ballast.—Order.
CATHRINE, Danish brig, 251, H. L. Hansen, 25th Sept.,—Manila 5th Sept., Sapanwood.—Siemssen & Co.
CHARGER, American ship, 1,379, D. S. Goodellyn, 28th June,—San Diego, Cal., 18th April, Ballast.—Russell & Co.
COMET, German ship, 1,663, R. Krippner, 21st July,—Cardiff 15th March, Coals.—Melchers & Co.
CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June,—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.
ERLKONIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
GOLIAH, Siamese bark, 542, Jas. Kent, 16th August,—Bangkok 2nd August, Rose Wood.—Chinese.
GUSTAV OSCAR, German bark, 1,352, M. Leemann, 4th July,—Cardiff 25th Feb., Coal.—Melchers & Co.
HARVEST QUEEN, British ship, 2,08[illegible], E. A. Forsyth, 16th August,—New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.
HAYDN BROWN, British bark, 821, C. H. Havener, 21st July,—Iloilo 12th July, Ballast and Sapanwood.—Captain.
JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June,—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.
KITTY, British bark, 802, H. Wilson, 30th Aug.,—Portland, Oregon 9th July, Lumber.—D. Musso & Co.
LADY HAREWOOD, British bark, 382, Williams, 15th Sept.,—Honolulu 24th July, General.—Chinese.
MOBEL, American bark, 750, Snow, 19th Sept.,—Newcastle, N.S.W., 11th July, Coal.—Adamson, Bell & Co.
MAUNA LOA, British bark, 1,071, A. Douglas, 28th August,—Saigon 21st August, Ballast.—Siemssen & Co.
OCCIDENTAL, American ship, 1,170, M. Taylor,—26th Sept.,—Shanghai 21st Sept., General.—Reuter, Brockelmann & Co.
OSCAR MOOVER, German bark, 360, Boysen, 24th Sept.,—Keelung 21st Sept., Coals.—Chinese.
REPORTER, American ship, 1,286, J. Spalding, 30th August,—Newcastle, N.S.W., 11th July, Coal.—Order.
ROBERT S. BERNARD, British bark, 1,209, M. J. C. Andrews, 15th August,—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.
SEA WITCH, American ship, 1,289, Chas. H. Tabbots,—Newcastle, N.S.W., May 21st, Coal.—Captain.
STELLA, American brig, 477, N. H. Ritch, 22nd Sept.,—Newcastle, N.S.W., 1st August,
SUMATRA, British bark, 740, John Reid, 18th Sept.,—Newcastle, N.S.W., 24th June, Coals.—Adamson, Bell & Co.
TARAPACA, British bark, 495, H. Kennett, 19th Sept.,—Sandakan 4th Sept., Timber.—Gibb, Livingston & Co.
VIGILANT, American ship, 1,723, Wm. H. Gould, 2nd July,—Amoy 30th June, Kerosene Oil.—Russell & Co.
WALTER SHOFFRIED, British bark, 394, Lawrence.—Butterfield & Co.
WM. CONNER, American ship, 1,423, Buturan, 24th Sept.,—Newcastle 9th August, Coal.—Butterfield & Swire.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Peshawur	London	September 30th	P. & O. S. N. Co.
Bisagno	Genoa	September 30th	Carlowitz & Co.
Sarpedon	Liverpool	October 1st	Butterfield & Swire.
Parthia	Vancouver	October 2nd	Adamson, Bell & Co.
Port Fairy	Vancouver	October 16th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c., via Suez Canal	Sutlej	P. & O. S. N. Co.	Oct. 9th, at noon.
London (direct)	Bombay	P. & O. S. N. Co.	October 15th.
London, via Suez Canal	Laertes	Butterfield & Swire	September 30th.
London, via Suez Canal	Cyclops	Butterfield & Swire	October 1st.
Havre, London, &c.	Flintshire	Adamson, Bell & Co.	About Sept. 28th.
Havre & Hamburg, &c.	Lydia	Siemssen & Co.	Oct. 2nd, at 10 a.m.
Genoa, via Bombay, &c.	Bisagno	Carlowitz & Co.	Oct. 5th, at noon.
New York, via Suez Canal	Albany	Adamson, Bell & Co.	About Oct. 1st.
San Francisco, via Yokama	City of Sydney	Pacific Mail S. S. Co.	Oct. 9th, at 1 p.m.
San Francisco, via A., &c.	Arabic	O. & O. S. S. Co.	To-morrow, at noon.
Vancouver, B.C., via K., &c.	Parthia	Adamson, Bell & Co.	Oct. 10th, at noon.
Sydney, Melbourne, &c.	Changaha	Butterfield & Swire	September 30th.
Sydney, Melbourne, &c.	Guthrie	Russell & Co.	To-morrow, at 4 p.m.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	Oct. 1st, at noon.
Yokohama, via Nag., &c.	Kashgar	P. & O. S. N. Co.	Oct. 3rd, daylight.
Tientsin	Yuensang	Jardine, Matheson & Co.	About Oct. 10th.
Shanghai	Peshawur	P. & O. S. N. Co.	Quick despatch.
Shanghai	Choysang	Jardine, Matheson & Co.	To-morrow at 3 p.m.
Manila, via Amoy	Zafiro	Russell & Co.	Sept. 30th, at 4 p.m.
Manila, via Amoy	Nanzing	Jardine, Matheson & Co.	Sept. 30th, at 3 p.m.
Swatow, Amoy, &c.	Hailoong	Douglas Lapraik & Co.	Sept. 29th, daylight.
Swatow	Nanshan	Hop Hing Hong	Sept. 29th, daylight.

Intimations.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS
No. 11. Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

SAPOLIO.

ENOCH MORGAN'S SON'S SAPOLIO OR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT.

CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT REASONABLE PRICES.

ALL KINDS OF COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889. [82

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 25th August, 1885. [24

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES

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FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARET, HOCK, BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES, SCALES, PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES, SODA WATER MACHINERY, JEYE'S SANITARY COMPOUNDS.

Apply to

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 19th June, 1888. [763

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 30 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!

Hongkong 29th May, 1889. [330

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED, Hongkong, 1st May 1889 [40

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

10.40 A.M., 12 to 1.30 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30, 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co., General Managers.

Hongkong, 1st May, 1889. [510

NOTICE.

THOMAS KERR & Co.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS, YAU-MA-TI ENGINEERING WORKS, Kowloon.

Hongkong, 6th June, 1889 [703

FOR SALE.

AT THE PEAK.

"BROCKHURST" AND SURROUNDING LAND, COMPRISING R. B. L. No. 1.

THE HOUSE which is substantially built, has recently been enlarged, and commands one of the finest views in the Colony.

The site is sufficiently large to allow of several other houses being built thereon.

For full particulars, apply to THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

Hongkong, 22nd August, 1889 [1053

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

$3 PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHIA, (Sole Agents in Japan and China for the Sale of the above Watches,) 10, QUEEN'S ROAD CENTRAL, Opposite Marine House.

Hongkong, 29th August, 1888. [1047

Intimations.

NOTICE.

HONGKONG HOTEL.

THE MAGNIFICENT ROOMS in the NEW WING, are now open and afford increased Accommodation for Private Tiffin and Dinner Parties, Balls, Public Meetings, &c., &c. The Hotel supplies Picnic and Shooting Parties with every requisite at the shortest notice, and on most moderate terms. The Hotel also offers to its Constituents and Supporters the best Wines, Spirits, Liqueurs, Stores, &c., &c., specially selected by its Representatives in London and on the Continent of a quality and at prices that distance Competition.

For prices list and particulars, Apply to

C. M. ROBERTS, Manager.

Hongkong, 2nd September, 1889. [1086

MERCANTITE MARINE OFFICERS' ASSOCIATION.

UNTIL the NEW PREMISES are ready the above named Institution will be carried on at Nos. 2, 4, and 6, High Street, above the Government Civil Hospital.

Good Accommodation for M. M. Officers.

Terms Moderate.

JAS. EDWARDS, Proprietor.

J. A. CLARK, Teacher of Officers and Engineers. Above Address.

Hongkong, 2nd September, 1889. [1092

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL ..... $5,000,000.
PAID UP CAPITAL ..... 2,500,000.
RESERVE FUND ..... 1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman. } Managing Directors.
Hon. C. P. CHATER, Vice-Chairman. }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 3rd May, 1889. [532

LOST.

THE Undernoted 100 SHARES of the HONGKONG AND SHANGHAI BANKING CORPORATION, being the Property of the undersigned, having been LOST, the Public are warned against negotiating same.

Certificate in name of	Scrip No.	Nos. of Shares.
50 Shares, L. Mendel, B.	2071	3465/6, 4645/52, 21311 55, 14389/92, 51692/712.
10 Shares, W. D. Spence, B.	2099	3280/3289.
25 " Do. B.	2134	53909/33, 57342/46, 1406/10.
15 Shares, W. H. Gaskell, B	2269	27918/27932.

H. N. MODY.

Hongkong, 9th September, 1889. [1122

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.

Subscribers to this Journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.

Hongkong, 11th March, 1889. [318

CANTON.

THE NEW ORIENTAL HOTEL, (FORMERLY THE CANTON HOTEL) Opposite the Steamboat Company's Wharf.

THIS HOTEL, which has been partially rebuilt and thoroughly renovated, and now offers the best accommodation for tourists and visitors to Canton, will be re-opened on the 20th instant.

A first class table kept, with WINES, SPIRITS, etc., of the best quality only, and the charges are extremely moderate.

A WELL FURNISHED BILLIARD ROOM.

A. F. DO ROZARIO, Manager.

Canton, 11th June 1889. [723

SCOTT'S EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong:

Messrs. A. S. WATSON & Co. (LIMITED). Hongkong, 20th December, 1888.

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